

Approved as Submitted: October 27, 2004

**CITY OF MORGAN HILL
SPECIAL CITY COUNCIL MEETING
MINUTES – OCTOBER 13, 2004**

CALL TO ORDER

Mayor Kennedy called the special meeting to order at 5:05 p.m.

ROLL CALL ATTENDANCE

Present: Council Members Sellers, Tate and Mayor Kennedy
Late: Council Member Carr (arrived at 5:07 p.m.)
Absent: Council Member Chang

DECLARATION OF POSTING OF AGENDA

City Clerk Torrez certified that the meeting's agenda was duly noticed and posted in accordance with Government Code 54954.2.

PUBLIC COMMENT

Mayor Kennedy opened the floor to public comment for items not appearing on this evening's agenda. No comments were offered.

WORKSHOP:

**1. REVIEW OF THE TRAFFIC IMPACT ANALYSIS FOR THE
IMPLEMENTATION OF THE DOWNTOWN PLAN**

Council Member Carr entered and took his seat on the Dias.

Planning Manager Rowe presented the staff report, indicating that the Downtown Plan document includes a couple of objectives for Monterey Road: 1) The strong desire to reduce the physical and visual barrier on Monterey Road with regards to uses on either side; and 2) the need to improve pedestrian traffic by slowing traffic through the downtown. He noted that the circulation component of the Plan states that the City is to undertake additional studies to determine whether any street modifications require changes to improve pedestrian safety, increase visual appeal and accommodate the long term circulation improvements and the vision contained in the general plan. He informed the Council that the Downtown Plan has two objectives for implementation: 1) narrowing Monterey Road to one lane in each direction; and 2) the use of other traffic calming techniques. He introduced Jane Bierstedt with Fehr & Peers who would address items 2 and 3 as listed on the agenda

Ms. Bierstedt indicated that she would be focusing her discussions on land use changes and the affects of the land use changes on the transportation system/circulation changes. She presented a power point presentation that looked at existing conditions to determine a base line and future conditions out to 2025 under the current general plan. She stated that a detailed analysis would be required to change Monterey

Road from four to two lanes. She addressed the following: 1) intersection levels of service and the analysis associated with traffic at the intersections, looking at the affects on land uses; 2) operational feasibility analysis (focused only on Monterey Road; did not look/evaluate shifting traffic to other faster moving arterials such as Butterfield Boulevard); 3) traffic calming, indicating that Monterey already has some traffic calming devices (intersection bulb out; landscape center median, 25 mph reduced speed area, intense crosswalk and pedestrian refuges found on First and Third Streets); and 4) speed control measures divided into vertical measures (e.g. speed humps, speed tables, raised intersections, midblock pedestrian refuge) and horizontal deflections (e.g., traffic circles/roundabouts, corner bulb outs, chockers, chicanes, crosswalk pavers, in pavement lighting). She indicated that there are additional traffic calming devices such as the elimination of travel lanes, narrow lanes, diagonal parking, special paving, lighting, banners, signage, landscaping, and a pedestrian priority ordinance. She displayed cross sections for the temporary narrowing of Monterey Road from four to two lanes (one lane in each direction) in order to widen sidewalk areas. She indicated that she did not look at Butterfield as an alternative thoroughfare.

Planning Manager Rowe said that should the Council be considering an option that looks at permanent lane reduction, staff would need to go back and perform additional analysis to see how the reduced lane capacity would redistribute the traffic pattern to alternate routes such as Butterfield Boulevard, This would also include an amendment to the general plan as Monterey Road has been designated and consists of a four lane arterial.

City Manager Tewes informed the Council that the consultants came to the conclusion that it is possible to narrow the lanes on a temporary basis and not require an environmental impact report (EIR) nor a change in the General Plan. However, should the Council decide to maintain Monterey Road with one lane in each direction, the City would need to change the traffic standards.

Mayor Pro Tempore Sellers noted that it is being stated that it would cost the City \$260,000 - \$300,000 to narrow Monterey Road on a temporary basis. He inquired whether this cost includes the feasibility studies and all the ancillary items that need to be done, or whether the cost only covers the physical work.

Ms. Bierstedt indicated that the temporary narrowing of Monterey Road would cost approximately \$260,000 and would not require additional environmental work. She stated that permanent narrowing of Monterey Road would require additional environmental review. She indicated that the study shows that a reduction of one lane would work but that sometime after 2010; there would be a violation in the local of service standards contained in the current general plan. The City would need to do something to mitigate the overload in local service standards such as providing an alternate route.

City Manager Tewes said that the traffic analysis determines that it is feasible, on a temporary basis, to reduce Monterey Road to one line in each direction and that no further environmental study would be needed. However, the City needs to complete the current environmental analysis review.

Mayor Pro Tempore Sellers said that should the City accelerate the development of the downtown, as is being advocated by several individuals, it would exacerbate the problem.

Council Member Tate noted that the study does not address the opening of Butterfield south to Tennant Avenue and that the City expected to move a lot of traffic from Monterey Road in the downtown area to Butterfield Boulevard. He inquired why the transfer of thru traffic from Monterey Road to Butterfield did not occur.

City Manager Tewes noted that Sobrato High School can only be accessed from Monterey Road.

Council Member Carr stated that he did not realize that the City had 22-foot wide medians on Monterey Road in the downtown area. He felt that the goal could be achieved by reducing the median to eight feet, doubling the size of the sidewalks while keeping the bike lanes and two lanes of traffic in each direction along with parking. He noted that bike lanes have been added to each of the cross sections that do not exist today.

Bob Eltgroth said that a four foot bike lane would not be safe as individuals would be opening car doors.

Bruce Cumming stated that from a public safety standpoint, narrowing the lanes on Monterey Road from four to two lanes would not be a problem as the police department would still be able to access the downtown area. He did not believe that there would be significant delays associated with a lane reduction. One concern with narrowing Monterey Road is where the traffic would be shifted (e.g., residential neighborhoods). The police department tends to receive more complaints about speeding on other streets when traffic shifts to other streets. He felt that one of the traffic calming devices is enforcement as it is an effective tool. He stated that it seems as though you can never have enough police officers to make a difference. It was his belief that the general concept of narrowing the street does tend to slow individuals down. He has seen examples of traffic calming devices where speed humps were used that tend to slow traffic down. He did not believe that speed humps would impact the police department in terms of response time, if constructed right. Regarding the use of embedded lights, he felt that they were effective at getting individuals' attention in downtown areas. He agreed that the downtown could have some sort of identify when you enter the downtown area. He felt that the crosswalks could be better defined as he does not see the sidewalks standing out in this community.

Mayor Kennedy felt that something as simple as having a reduced speed zone would help. He did not believe that the downtown has reduced speed signs posted.

Don Jarvis, County Fire Department, expressed concern with the plan to reduce Monterey Road from four to two lanes. He stated that the County Fire Department's deployment system in Morgan Hill is built around Monterey Road as a primary north/south response route. The El Toro Station located north of town and the California Department of Forestry (CDF) south of town use Monterey Road as a direct access. If the Fire Department slows down response times on Monterey Road, it would result in a big impact, particularly to the south and west sides of Morgan Hill. He indicated that traffic calming devices tend to slow down response times. He stated that the Council and city staff knows how important response times are to the Fire Department. The Fire Department typically deals with traffic calming in residential streets. In these cases, it is usually a small neighborhood and a small number of individuals who are affected. When you are talking about a primary response group, you are talking about the Fire Department's ability to serve a good portion of Morgan Hill that will be impacted by traffic calming measures. He said that speed humps, traffic circles, and active traffic calming measures would slow the

Fire Department down by as much as 10 seconds per each device. Adding six traffic calming devices would slow the Fire department down by a minute just to get through the downtown area, noting that a minute can be a significant amount of time. He expressed concern with the number of cars that would be in a six block section at any given time. He said that part of the challenge is getting from point A to point B. If there is one lane of traffic in each direction on Monterey Road at a crawl, the Fire Department will not be able to get to an emergency call. He noted that the Fire Department does not have an alternate response route north or south, noting that Butterfield Boulevard is three blocks to the east and that it would take 3-5 blocks to get back onto Monterey Road. He said that an alternate route does not exist west of Monterey Road that can be used to get to the south end of town. He indicated that anything the City does to Monterey Road to slow traffic down would have a significant impact to the Fire Department.

Mayor Pro Tempore Sellers did not see the use of speed humps as being feasible in the downtown because it is a pedestrian oriented area. However, he felt that other traffic calming measures such as speed tables would have minimal impacts.

Mr. Jarvis noted that fire apparatuses are big and heavy and that they do not handle like sports cars. He said that the best response time can be made on a flat/straight stretch of road. When fire apparatuses have to slow down and go over speed humps, it takes time to increase speeds again. He said that the wear and tear on vehicles would be a side issue. He indicated that the Fire Department does not have experience with speed tables and raised intersections. He said that a study was done in Portland and that it was found that traffic circles were the worst in terms of delaying response times. He said that chokers are a problem because it may result in blowing a tire, placing the fire engine out of service. He said that the Fire Department does not find these traffic calming measures acceptable. He said that the Fire Department deals with speed humps in other cities even though they do not like them.

Council Member Carr said that the City's Fire Master Service Plan includes a fire station near Diana Avenue and Butterfield Boulevard. He inquired how the opening of this fire station would affect the Fire Department's delivery system based on this spine of Monterey Road. He felt that this fire station would change the concern about response times.

Mr. Jarvis said that when you talk about response time, you are talking about the arrival of the first unit. He said that many of the calls for medical services are handled by one unit. Therefore, the arrival of the first unit is a good bench mark to use. He stated that the third station in the center of the City would positively impact the response time. However, the other part of the equation is the Fire Department's ability to assemble an effective fire fighting force at the scene. This would require the arrival of the second and third units, and when possible, a fourth unit at the scene to stop the progress of a fire. The assembly of an effective fire fighting force will rely upon moving equipment down the same transportation corridor currently being used. The addition of this station will have many beneficial effects on the City but that it would not change the fact that the system is designed on the Monterey corridor for response.

Mayor Kennedy noted that it was stated that problems are associated with calls to the south and west of the City. He did not know why an emergency vehicle heading south could not use Butterfield Boulevard.

Mr. Jarvis indicated that Engine 12 from the El Toro Fire Station heading south has no alternative but to use Monterey Road. He expressed concern with the affects associated with Main and Dunne Avenues as the Fire Department needs to use Main Avenue to get over to Butterfield Boulevard, heading south and east. He expressed concern that as traffic backs up on Monterey Road the Fire Department will not be able to get through this intersection to get over onto Butterfield Boulevard. The same concern would apply at the other end of town at Dunne Avenue.

Don Jensen reminded the Council that 20 years ago, when the downtown improvements were being completed, the consultants involved highly recommended that Monterey Road be one lane in each direction. He said that the emergency response agencies did not support the idea as Butterfield Boulevard did not exist at that time. However, it was stated that should Butterfield be completed, they would agree to review the response route. He said that the vitality of the downtown should be the message.

Leslie Miles expressed concern that the four traffic fatalities involving pedestrians were in the downtown area and were attributed to speeding. She felt that brain storming sessions were needed to provide a safe downtown.

Linda Ybarra, Morgan Hill Unified School District, Director of Transportation, stated that narrowing Monterey Road to one lane would be of multiple concerns for the School District. She said that Britton and Sobrato School are accessed via Monterey Road without going out of the way and crossing the railroad tracks twice. She noted that PA Walsh would require taking residential streets to access that elementary school. She indicated that traffic was backed up today and delayed the bus schedule by four minutes. She said that the added traffic and the delay associated with a narrowed road would be a concern. If there was an emergency, buses would be blocking the entire road. Therefore, fire trucks would not be able to get by school buses, not to mention parents trying to get their children to three schools. She felt that parents would be driving along residential streets if not able to use Monterey Road. She liked the idea of flashing lights at pedestrian crosswalks. She informed the Council that her concerns relate to both morning and afternoon bus travel times.

Mayor Kennedy noted that the schools are traveling during peak commute hours in the morning. He inquired whether the morning school start times could be changed.

Ms. Ybarra indicated that schools have staggered start times with some children being picked up as early as 6:30 a.m. because of the schedules associated with the two high schools. She stated that some schools do not start until 9:00 a.m. She indicated that the buses are filled at all times because of the three grade levels.

Brad Jones felt that if there was a larger busing system, it would tend to reduce traffic. He felt that traffic would be taken off the road if there were more buses.

It was noted that funding does not exist to pay for additional school buses.

Sylvia Cook noted that the County bus transportation was not addressed. She did not know how reducing Monterey Road to one lane would impact the transit bus system.

Planning Manager Rowe said that narrowing the road to one lane would allow buses to move into existing bus turnouts and then work their way back into traffic. He stated that the existing bus stops would remain and then be used.

Ms. Cook inquired whether parking areas in the downtown would be restricted with the reduction in road lanes.

City Manager Tewes responded that there may be a potential to eliminate 1 or 2 parking spaces. He said that a merge lane may need to be longer than it is now. He clarified that staff was asked to analysis the feasibility of narrowing the road from a traffic impact stand point. Staff will be asking the Council for direction on how to proceed from this point, noting that to date, the variety of studies necessary to develop a plan have not been included.

Director of Public Works Ashcraft identified the location of the transit bus stops.

Leslie Miles stated that the original design contemplated Depot Street as a transit depot and not just a train depot.

Mayor Kennedy noted that there was an assumption that Depot would be closed based on the undergrounding of the crossing at Dunne Avenue. Therefore, Depot would not be closed until such time as the undergrounding occurs.

Mayor Pro Tempore Sellers said that the City is hopeful of receiving an MTC grant by the end of the year. If this grant is approved, this would be the opportunity to install the infrastructure to design the bus route. The City could look at Depot and add the improvements to reroute the bus system.

Dan Craig stated that he was disappointed that the scope of work did not include the utilization of Butterfield Boulevard. He felt that the success of the downtown would depend on the greater utilization of Butterfield Boulevard. He did not believe that signage was included to encourage commuters to utilize Butterfield Boulevard or to indicate that a reduced speed is ahead.

Ms. Bierstedt did not believe that signage alone would help. She said that commuters would try to find the shortest route, a route that would take the least amount of time to travel. An alternative would be to adjust the signal lights to operate in a negative fashion to slow traffic down. The City could improve the signal timing on Butterfield that would become the shortest route in terms of time travel.

Rocke Garcia indicated that he served on the Downtown Planning Committee and that he was supportive of the use of calming devices. However, he was opposed to reducing Monterey Road to one lane based on economics. He did not believe that discussions included the affect on businesses along Monterey Road should traffic be reduced by the one lane reduction. He felt that traffic is needed in the downtown to make businesses viable, agreeing that the downtown needs to be made safer.

Brad Jones stated that he has had some experience in other communities with downtowns. He felt that the goal is making the downtown pedestrian friendly. He said that downtown merchants would like to

get through traffic off Monterey Road. He felt that traffic calming measures would make a difference and allow fire safety personnel to get through the downtown. He said that individuals who work and live in the downtown are hoping that the downtown is made a destination instead of a thoroughfare; making the downtown a gathering place. He felt that it would be a good idea to make the downtown a special traffic zone, making it a triple fine zone as it would help pay to have an officer in the downtown on a regular basis. As far as speed humps and raising the road in any manner from one side of the street to the other, he felt that it would add to the flood problems in the downtown. The use of flashing signs may be affective, but would not create the ambiance desired for the downtown. He felt that the simplest thing to do in the area is to make it painful for those individuals who want to use Monterey Road as a thoroughfare and make it attractive and easy to move individuals who are making the downtown their destination. An issue for downtown merchants is wanting to gain sidewalk space in the downtown to provide a gathering space or to allow restaurants to create an outdoor dining area. He said that the issue is not solely about the traffic problem. He suggested that the Council take a look at taking space from the median or creating an inside lane to be used by non motorized vehicles and emergency vehicles only. An inside lane could be used by cyclist and as an escape route through the middle of town. He expressed concern with emergency vehicles achieving a high rate of speed in the downtown, as it is dangerous. He felt that out of the box thinking may result in solutions.

Sylvia Cook inquired whether little round speed bumps/wake bumps could be installed to warn individuals that they are coming to a reduced speed limit area as a traffic calming measure.

Ms. Bierstedt said that speed bumps or signage can be installed but their effectiveness is relatively minor.

Bob Eltgroth addressed the report as it relates to existing conditions. He felt that school buses should have been mentioned under the transit service section. Flooding of the downtown should have been mentioned as well. He stated that the use of speed dots is dangerous for cyclists. He stated that the crash collision rates are 3-4 times more dangerous for cyclists.

Planning Manager Rowe said that the Downtown Plan states that if the City is looking at narrowing lanes, it should be done on a trial basis. If no impacts, the City can move toward a permanent solution. Beyond this, there are a number of items that would factor into the decision to be made as far as the lane reduction, lane narrowing or other alternatives such as the costs associated with the alternatives. He stated that the Council allocated \$125,000, noting that the temporary narrowing of Monterey Road would exceed this amount. Staff would like to know whether the Council wants to remain on budget or whether it would like to augment the budget, looking at other funding sources. Does the Council want to explore feasible alternatives to address response times or explore alternative traffic routes? He informed the Council that VTA will comment once the environmental document is circulated. He stated that the increase/decrease of downtown parking would need to be studied. He said that these are considerations that will provide guidance to staff in terms of which alternative the Council wants to pursue. He stated that staff would investigate the different options based on Council direction.

Mayor Kennedy felt that the underlying goal is to get thru traffic off of Monterey Road. He noted that the consultant shows an asphalt barrier as a temporary solution. He inquired whether markings such as delineators could be used for the roadway.

Ms. Bierstedt said that she was trying to provide something to protect the pedestrians. She said that bollards could be used. However, you do not want too many car doors hitting the bollards. She said that trees or plantings in planter boxes could be installed to act as a pedestrian barrier.

Council Member Tate said that in Arizona, everyone slows down to 15 mph when you reach a school zone. He felt that traffic needs to slow down at schools and in the downtown. He did not believe that reducing the speed limit to 10 mph in the downtown is a bad idea in order to achieve safety established by means of a fear factor. He would support extra officers in these areas for enforcement purposes, for a period of time, to make individuals aware of the reduced speed zones. He stated that he was previously willing to narrow Monterey Road as a temporary solution to see how it works, but is now concerned with emergency response time. He felt that there may be other solutions to achieve the goal to slow traffic down.

Mayor Kennedy inquired as to the next steps to take should the Council wish to pursue narrowing Monterey Road to one lane on a temporary basis.

Senior Planner Linder stated that the City could stay the course with the environmental document that it has at this time. Staff would return to the Council with specific designs and present options for accomplishing a temporary reduction in lanes.

Council Member Carr felt that the Council needs to spend some time to clearly define the goal(s). He understood that the Council is basing its discussion/decisions on the Downtown Update Task Force's work. He felt that a lot of individuals came to the workshop to discuss turning Monterey Road into one lane of traffic in each direction. He did not believe that this was the goal but one possible tactic to achieve the goal. He has heard suggestions about getting through traffic off Monterey Road. He was not sure if this was the goal but may be one of the ways to achieve a goal. He felt that the goal was about turning downtown into a more pedestrian friendly area. He indicated that there are many ways to accomplish this goal such as getting traffic off of Monterey Road. He was not sure if this was one of his higher priorities. He felt that the Council could be discussing other means of calming traffic that are not physical impediments that affect fire and police response times. He felt that lots of individuals assumed the reason to reduce Monterey Road to one lane was to bring the sidewalks out. He said that this may be a result of the different tactics. He said that bringing the sidewalks out may slow traffic down regardless of the number of lanes. It was his belief that the Council may be moving ahead too quickly in talking about whether or not to reduce Monterey Road to one lane each direction. If it is to turn the downtown into a more pedestrian friendly downtown, he felt that there were a lot of ways to do so. Perhaps, the installation of magnificent trees would create an affective pedestrian friendly atmosphere in the downtown. He recommended that thought be given to the median more than has been given this evening. The City could discuss how to better utilize the median space. He felt that elimination of the barrier may tend to slow traffic down. He understood that he was not providing staff with help or direction this evening because he felt that he was a step behind in not clearly defining the goal and the means to achieve the goal.

Planning Manager Rowe said that there are two elements that the Downtown Plan is trying to accomplish: 1) reduce the physical distance and visual barrier of Monterey Road with regards to uses on either side; and 2) improve pedestrian traffic by slowing thru traffic in the downtown.

Mayor Kennedy felt that Council Member Carr raised a good point. It may be helpful for the Council to talk about general goals and interests. He stated that it would be his goal to make the downtown more pedestrian friendly, making the downtown a destination. A deterrent is high speed traffic cutting through the downtown. He felt that allowing street side dining would help create an atmosphere/environment of a viable/thriving downtown.

Mayor Pro Tempore Sellers said that he has tried to make the downtown a better place over the past 15 years. He did not believe that the goal should be to redirect traffic away from the downtown. He said that some of the rerouting of traffic will happen. He said that there may be a lot of individuals who drive through the downtown several times before stopping to patronize downtown businesses. He felt that the goal should be to slow traffic down to a reasonable speed and make the downtown pedestrian friendly. This would result in developing opportunities as seen with the Taste of Morgan Hill where individuals sit and feel that the downtown is a safe and comfortable environment. If this can be accomplished, everything else the City wants to see happen would follow. He noted that the Downtown Plan clearly itemized the specific items that the City should be looking at implementing. He recommended that the City look specifically at the traffic calming measures. He has giving a lot of thought to the lane reduction, initially thinking that it was a great idea. However, he is having serious concerns with this alternative for the following reasons: 1) it would create more problems than it solves in terms of bottling traffic and impeding emergency services; 2) individuals would stop going to the downtown, counter productive to the City's economic health in the long run; and 3) the City is looking at a few years and a lot of money. He stated that the use of the \$300,000 may only be used for 4-5 years. He said that the tables that were presented were attractive. He felt that with creative engineering the City could come up with alternatives such as utilizing pavement options. The City needs to take advantage of routing the VTA transit system through Depot Street. Eliminating the bus stop in front of Rosy's at the Beach would help make this restaurant an attractive option for dining out on the street. It would also make it a viable option for individuals utilizing the bus as they would have better access to the train. He supported the use of flashing lights in one location but not throughout the downtown. Not discussed was the use of an entry statement such as an archway indicating that you have entered the downtown area and that traffic needs to slow down. He felt that the City would be hard pressed to get individuals off of Monterey Road as they are trying to get to the schools or to access the freeway. He recommended that the Council explore a variety of options. He did not believe that it made sense to narrow Monterey Road to one lane at this point in time.

Mayor Kennedy inquired whether the City could increase the speed fines in front of schools and in the downtown areas.

Chief of Police Cumming stated that he would need to research Mayor Kennedy's question. He said that fines could be made higher. However, the funds collected from fines would go to the State and could not be used to hire additional police officers. However, this should not be used as a reason not to increase the fine as increased fines may create a potential for slowing down traffic in special zones.

Mayor Kennedy said that he has noticed that several residents tend to ignore the reduced speed limits in front of schools and the downtown. He said that increasing fines may be an action that the Council may want to take in order to improve public safety. He inquired whether staff could spend some time looking at the various issues raised this evening and whether a follow up meeting could be held so that staff can return with further information. This would allow the Council to take actions on the next steps.

Planning Manager Rowe informed the Council that staff would be circulating the environmental documents that include the traffic section within the next two weeks. He said that staff would schedule a public hearing where staff would receive direction from the Council with respect to the traffic calming measures.

Mayor Kennedy stated that he would like to proceed with the circulation of the draft environmental impact report, keeping the option open of reducing/narrowing Monterey Road to one lane in each direction. The Council could make decisions after the public comment session of the environmental review process.

Council Member Carr noted that the environmental report specifically talks about narrowing Monterey Road to one lane in each direction. He agreed to keep this alternative as one of the range of options. If at the end of the process, the Council decides to proceed with an alternative or multitude of other options that it believes will be as or more effective, he inquired whether this would necessitate recirculation of the environmental document.

Planning Manager Rowe responded that should the Council wish to keep the Downtown Plan implementation and the adoption of the new higher density housing, staff recommends Council adoption of the negative declaration for this study. The Council could then provide staff direction to follow up with the environmental analysis and processing of a general plan amendment to address a lane reduction as a permanent solution. Staff would return with a workplan and a budget through the Fiscal Year 2005-06 budget process to address a permanent lane reduction.

Mayor Kennedy requested that the consultant not consider closing Depot but leaving it open as an alternative north/south route. He noted that the analysis did not include the impact of Butterfield by the fact that it is now open as an alternative route.

Council Member Tate noted that the Council is leaving the option of reducing Monterey Road to one lane in each direction. He did not know how all the issues raised would be addressed. He felt that a plan was needed in order to move ahead with this option.

Mayor Kennedy noted that the School District and the Fire Department raised concerns with reducing Monterey Road to one lane in each direction or slowing traffic down.

Mayor Pro Tempore Sellers stated that you cannot discount the fact that it would cost the City a lot of money for a temporary solution.

Planning Manager Rowe said that it appears to be the consensus of the City Council: 1) to slow traffic down to a reasonable speed; 2) create opportunities for additional sidewalk areas; 3) look at other traffic

calming measures while maintaining two travel lanes; 4) look at using Depot as a transit route, encouraging buses to take advantage of the train station as a bus station; 5) rerouting traffic off of Monterey Road (not clear consensus of this item based on economic impacts of diverting traffic); 6) Chief Cumming to investigate the feasibility of double fine zones through an ordinance; and 7) not eliminate the option of a lane reduction. Staff to return to the Council with an opportunity to provide final direction on the lane reduction option.

Council Member Carr requested that staff investigate the reduction of median width.

Mayor Kennedy stated that he would like to hear more from the School District and receive more information about there particular concerns.

Action: *The City Council provided the above comments.*

FUTURE COUNCIL-INITIATED AGENDA ITEMS

No items were identified.

ADJOURNMENT

There being no further business, Mayor Kennedy adjourned the meeting at 6:58 p.m.

MINUTES RECORDED AND PREPARED BY:

IRMA TORREZ, CITY CLERK